

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 12:05 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 096 Const Calendar Day: 576 Date: 07-Apr-2011 Thursday

Inspector Name: Iranmanesh, Abbas Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Boal, Brian Approved Date: 10-Oct-13 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM 40 - 50 12 PM 4PM

Precipitation None Condition

Working Day ☒ If no, explain:**Diary:**

Dispute

Work description.

ABF crews have pre-tensioned four top upper row of the saddle anchor rods up to gage pressure of 17500 psi (0.75Fu) at West side of the W-line saddle and four at the same position at the East side of the W-Line saddle. From eight pre-tensioned only two have shims on the back of saddle end plate prevent creation of minor stress at the saddle end plate. However, for the other six anchor rods there is no shim on the back of the saddle end plate, which causes unknown magnitude of stresses at the saddle end plate. The stresses might be in the elastic range, however it was necessary to add shims behind these anchors to transfer any load through shims to pier, thus minimizes and stress effect on the saddle end plate. Although, the bearing stresses under the shims become high, but it would be in the acceptable range.

ABF crews repeated similar procedure today by pre-tensioning the four top lower row of the saddle anchor rods up to 17500 psi while there no shim on the back of the saddle end plate and still the upper four anchor rods are in the pre-tensioned condition. Simply eight anchor rods at one corner of the saddle are pre-tensioned which increases the saddle end plate stresses to a much higher level.

The reason for this operation was mainly trying to fill up the gap between the saddle end plate hole and the upper row anchors in order to prevent locking of the anchors by the grout and any grout leakage.

The crews dismantled the lower jacks and the removed the supporting brackets of these jacks to make it reading for CONCO crews to start forms around the saddle. Please see the attached pictures for more details.

ABF Crews:

Roberto Hernandez (IWJ)

Walter Hernandez (IWJ) For 2 hours

Mario Marquez Jr. (IWJ)

04-0120F4 Bid Item: 060 W-W2C-WDS.060 W Line W2 Cap West Deviation Saddle

AMERICAN BRIDGE/FLUOR, A JV

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: AMERICAN BRIDGE/FLUOR, A JV								
Ironworker	JNM	WALTER HERNANDEZ	2.00	0.00	0.00	2.00		<input type="checkbox"/>
Ironworker	JNM	ROBERTO HERNENDEZ	8.00	0.00	0.00	8.00		<input type="checkbox"/>

Attachment

ddrRptbyBidItem

Daily Diary Report by Bid Item

Job Name: 04-0120F4

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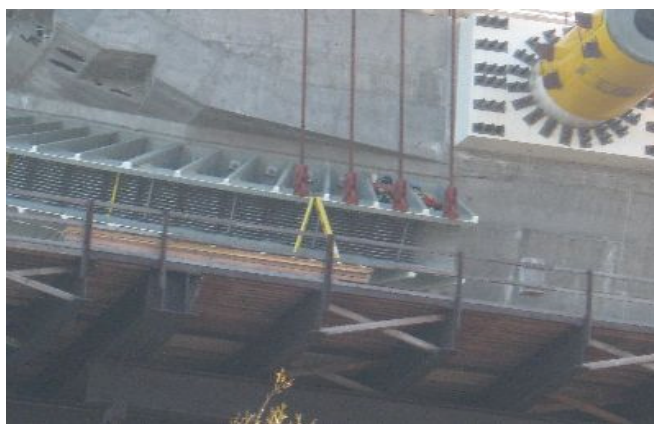
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